

# Greensboro Urban Area Transportation Plan

## Project Update

Work on the 2030 Long Range Transportation Plan (LRTP) has progressed substantially since the completion of the first round of public involvement in late 2003. The Metropolitan Planning Organization and its consultant team has used what it has learned from the public and an analysis of transportation issues facing the Greensboro Area and the Triad to move the plan to the next stage of development. In the second round of public involvement, you and others will learn more about this important work and have your views heard and considered as the planning for the future of transportation in this area continues and the draft LRTP is developed. This newsletter overviews public involvement findings to date, round two public involvement efforts and associated technical analysis of transportation issues, and upcoming stages of transportation plan development.

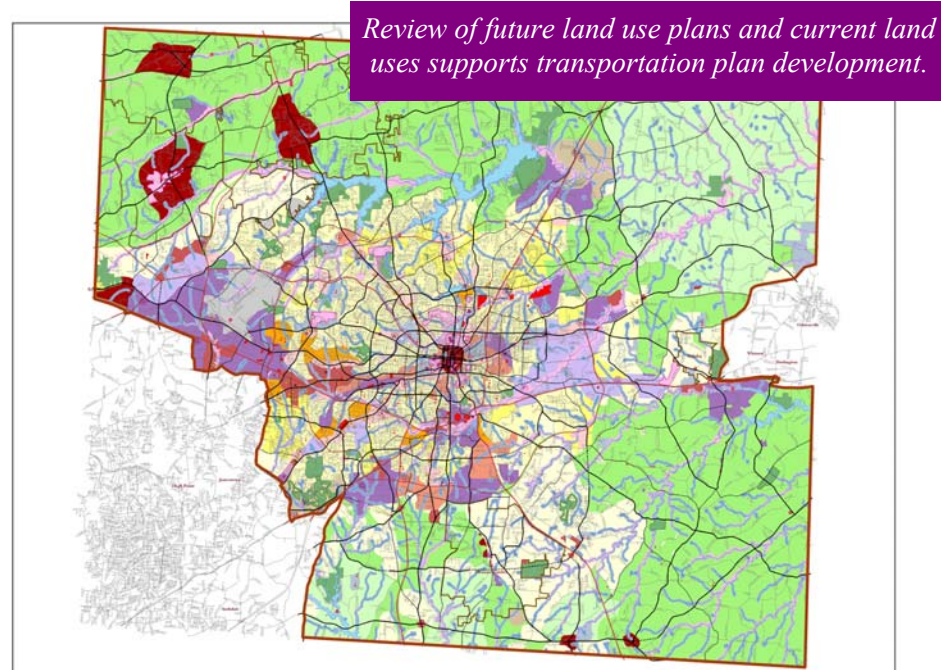
## Public Involvement Summary

The first round of public involvement was extensive. The process got underway with a kickoff meeting at the grandly historic Douglas Galyon Depot in downtown Greensboro. Four workshops followed. Over 170 people participated in sessions held in downtown Greensboro, east Greensboro, Northwest Guilford County and Pleasant Garden. These meetings provided information on the planning effort, and included several means of public input including small group discussions on transportation needs and priorities for the area. The effort also involved a statistically valid phone survey of 1200+ residents from throughout the planning area. Interviews with City, County, and area Town leaders rounded out the effort.

This information has been compiled and is available along with summary information on the Transportation Plan web site. The Project Team has closely studied these findings. A wide variety of views emerged in this effort. In spite of this, several key themes emerged. These included a broad base of support for:

- The development of sidewalks and other pedestrian facilities.
- Improved local and regional public transportation services.
- A focus on quality maintenance of roadways and other infrastructure.
- A focus on improved traffic operations, including installation of turn lanes and coordinated traffic signal systems.
- Strategic roadway widenings and extensions primarily to address bottlenecks, safety issues, and system connection needs.
- The development of connected bicycle facility and trail systems.
- Enhanced street connectivity.
- Efforts to preserve and enhance community character.

These findings will be a key consideration as the next steps of the plan are developed. They are reflected in the draft vision statement listed on the back of this worksheet along with a series of basic principles for the plan.



## Evaluating Choices

The project team has used a range of analysis tools in assessing existing and future conditions and choices, including the Piedmont Triad Regional Travel Demand Model. One element of this work was an analysis of existing and near term roadway system deficiencies and the identification of traffic operational strategies that can be used at specific locations to maximize existing roadway capacity prior to or instead of widening (the Congestion Management System). Other elements included a study of what could be expected to occur by the year 2030 under three divergent future transportation investment scenarios. These investment scenarios, accompanied by maps and other explanatory material, will be presented for discussion during the second round of public workshops in February 2004.

The first scenario evaluates the performance of *Existing and Committed* (E+C) projects. These projects have funding or other public commitments, and are assumed to be the basic building blocks of the final LRTP. A second scenario evaluates a *Highway Focus*. This scenario builds on the E+C by adding substantial additional highway improvements targeted to areas where significant future congestion is expected. Public transportation and pedestrian and bicycle accommodations are held to the E+C level. This scenario illustrates that an exclusive focus on new roadway capacity will not be enough to meet future needs, and that some potential widening needs may not be feasible. The second scenario evaluates an *Alternative Focus*. This scenario assumes a major expansion of local public transportation, implementation of regional rapid transit, improved local street connectivity, technology improvements, as well as expanded bicycle

and pedestrian accommodations. No major expansion of roadway capacity beyond the E+C is assumed. This scenario demonstrates that an exclusive focus on transportation alternatives will not be enough to meet the full range of area transportation needs.

These scenarios help to illustrate some of the transportation challenges and opportunities facing the Greensboro area in the years ahead. None of them appears to offer a complete strategy, and yet each has a story to tell about where the area may be headed, and how a range of choices may affect future outcomes. At the second round of community workshops you will have the opportunity to let the transportation planners and elected decision makers know how you think the plan should address these challenges, and what you think should and should not be included in the way of transportation investment strategies, projects, and policies.

## What's Next?

Over the next few months, the MPO will review the results of the second round of public workshops and additional technical analysis to develop the draft LRTP. Key elements will include:

- Proposed future transportation projects and investment strategies.
- An updated thoroughfare plan and a collector street plan.
- Identification of transportation investments requiring further study or new revenue sources.
- Transportation policy findings and recommendations.
- Supporting financial analysis and a demonstration of conformity to air quality requirements.
- Maps and summaries of public involvement and technical analysis.

The Draft LRTP will be presented for public review and feedback during the third round of public involvement activities in Spring 2004. The final plan will then be developed and presented at a final public meeting prior to MPO adoption in Summer 2004. Please look for more information on the website, and sign up to receive additional information directly! Please share your thoughts regarding the plan to:

[www.greensboro-nc.gov/LRTP](http://www.greensboro-nc.gov/LRTP)

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## The Vision

*“To develop and maintain a safe, efficient, and environmentally compatible transportation system that provides convenient choices for accessing destinations throughout the Greensboro Metropolitan Area and the Triad, including well-integrated, connected public transportation, pedestrian, and bicycle networks.”*

## Basic Principles for the Plan

- Support the economic vitality of the metropolitan area, the Triad, and the state.
- Improve accessibility and mobility for people and freight.
- Increase the safety and security of the transportation system for all users.
- Enhance the quality of life of the metropolitan area.
- Protect and enhance the natural and human environment.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Expand opportunities for travel choices including public transportation, walking, and bicycling.
- Promote efficient transportation system management and operations.
- Emphasize the preservation and maintenance of the existing transportation system.

# Greensboro Urban Area 2030 Transportation Plan



2<sup>nd</sup> Newsletter



February 2004